DeLoreanWorld

Published Quarterly by the DeLorean Owners Association Volume 15, Number 4; Fall 1998

EXPO '98

THE REJUVENATION OF DMC-12

THE 1997 DELOREAN PART 2

Just in time for the holidays - a new DeLorean video!

Mike Loasby, noted DeLorean authority and former Director of Product Engineering for DeLorean Motor Cars, Ltd. tells and shows you the fascinating saga of how our cars were made.

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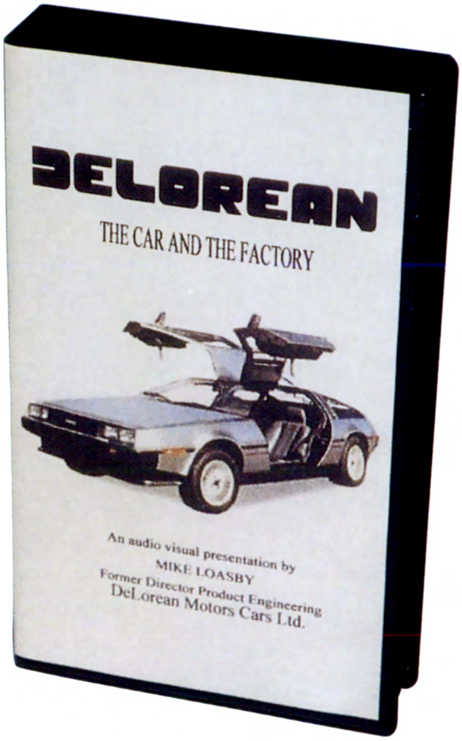
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THE CAR AND THE FACTORY
An audio visual presentation by
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DeLoreanWorld

DeLorean World, Volume 15, Number 4; Fall 1998

ON THE COVER
Photograph: Don Sigler of Concours DeLorean® at DeLorean Expo '98

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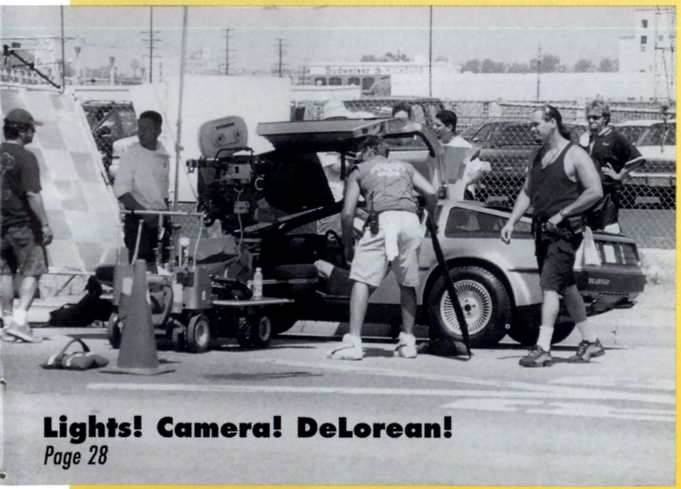

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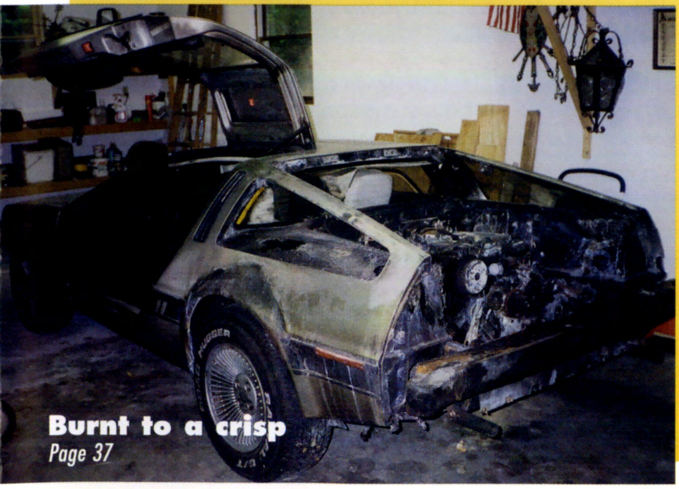

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PRESIDENT'S MESSAGE

By Linda Porter

THINGS THAT MAKE YOU GO HMM-M-M-M . . . .

When we started making definite plans for an Expo in the Los Angeles area, concern was expressed about the scheduled dates. Late August and September can sometimes be the hottest time of the year. It's not unusual to have record breaking heat, accompanied by brush fires and the smoke-filled skies that go along with that combination. But several considerations over-rode that concern and Labor Day weekend was again the chosen date.

A year of unusual "El Nino" weather passed between that decision and the actual Expo. The fates intervened. One week before the start of this year's event, L. A. experienced some of the hottest weather on record. By the time Thursday, September 3rd rolled around, a tropical depression off the coast of Baja California brought unseasonable clouds, humidity, thunder and lightening storms, high winds in some places and even drizzly rain. The same kind of weather, known as "June Gloom", that we experience along the Southern California coast in the early summer.

I WONDER IF BEING ACTIVITIES DIRECTOR IN CHARGE OF EXPO IS LIKE BEING IN THE EYE OF A HURRICANE?

Friday morning, September 4th, I went along on the tour to the new Getty Center. Situated on top of a hill overlooking the city and the Pacific Ocean, it is impressive to see as you ride the tram to the top. That was the morning of clouds and drizzle. As we were riding the tram, I was bemoaning the fact that the clouds were obscuring our visitor's views and that I wished they could see it on a clear day. A young man on the tram, not one of our group, overheard me and spoke up saying how much he enjoyed visiting the Getty in the rain. He said he felt like he was approaching Mt. Olympus as the Center appeared in the clouds. How wonderful! Once again, I'm reminded it's all how one looks at things that make the difference.

Battlestar Gallactica fans meeting at the Hilton Hotel the same weekend as DeLorean owners make for an unusual mix of people. Both groups seem avid in their devotion and fascination for their chosen interests. And I think I wouldn't be far from wrong in saying that each group thought the other's interest was strange, to say the least. An observation by a "Battlestar" fan to another was overheard by an Expo attendee . . . "Imagine having a club for a car you can't even buy parts for any more!" But both groups were able to coexist peacefully, making me feel more secure about that far, distant future . . .

SPEAKING OF CARS AND CAR PARTS...

In this issue of DeLorean World, Bob Brandys continues his story of his "97 DeLorean" and Joe Steuben makes changes to his DeLorean's steering wheel. Ron Jackson tells about his project DeLorean and Technical Director Dick Shipman shares his knowledge of diodes.

From Florida member, Greg Gruetzmacher comes a shocking photo and story of a car fire.

Association board member Henry Breer writes about the Petersen Automotive Museum in Los Angeles. If you didn't attend the Expo Friday night banquet at the Museum, you'll want to read this.

DELOREANS GET OUT AND ABOUT...

Jim Hales "rents" his DeLorean to a movie production company. Other DeLoreans and their owners attend a fund raiser in Los Angeles on that HOT weekend I mentioned before.

Ready to shell out $13,000 for a model of a Delorean? Well you'll read how you can do just that.

Of course, you will also find my article on Expo '98, with plenty of pictures to document the fun. So enjoy the reading. In the meantime, I'll get busy on Expo '99 in St. Louis, Missouri.

DELOREAN WORLD

Letters TO THE EDITOR

We welcome your letters about Delorean-related issues, so join in. We may need to edit what you send us for clarity, content and brevity, however.

Send your letters to David Knudson, P. O. Box 423, Tujunga, CA 91043-0423

DMC
1848 WISCONSIN 1998
DMC 12
SESQUICENTENNIAL

Dear Editor,

Thank you for your work with DeLorean World. I'm enclosing a photo of my car with the DMC-12 plate from Wisconsin. I have been a member for several years and purchased the set of DeLorean World magazines finding them very helpful with many problems.

Is the DeLorean World emblem on your cover, copyrighted? I would like to make a lazer cut of stainless steel. Not using the name only the picture.

Ben Bosley,
Turtle Lake, WI

Yes, the logo is a registered trademark. Please notice that the ® appears next to it in nearly all uses. Editor

Dear Editor,

I was looking at the winter issue, 1998 of DeLorean World and on page 28 there is an article about Erwin Olson's plate on his '81 spelling "DMC-12". What most people don't know is that the DeLorean qualifies for collector plates because the manufacturer has gone out of business. And in most states you may also order personalized collector plates. (As shown on my '82.)

Well, needless to say, as soon as I found out you could do such a thing, I went to the D.M.V. immediately and in 6 weeks, I got them!

I ended up paying $100.00 for personalized plates and $50.00 for the collector plates all in one. After all the fees, it cost me around $175.00. And the best part, no more paying for tags! Or smog/emissions testing!

Nick Kamp,
Crystal, MN

MINNESOTA
DLOREAN
COLLECTOR

Dear Editor,

I would like to reiterate what other members have said about using improper replacement parts on our DeLoreans. As our cars age, and some components become harder and more expensive to obtain, it can become a great temptation to skimp a little here and there. In my own experience, this can often lead to a lot of blood, sweat and tears. I'm speaking mostly about using improper oil filters, replacing worn leather seats with vinyl, and the like. I would sum it up in this one rule:

USE EXTREME CARE IN ADDING ANYTHING THAT WAS NOT DESIGNED FOR YOUR DELOREAN!

Otherwise, on a dark and lonely, rainy night, as you shift gears through wet trousers, peering through the rain inside the car, you may ask yourself if installing that aftermarket door seal was such a great idea after all.

N. Stahl,
Huntsville, AL

From the very beginning the Association has preached this message but it has taken years to finally be accepted. I guess it took many folks like yourself to have unfortunate experiences.

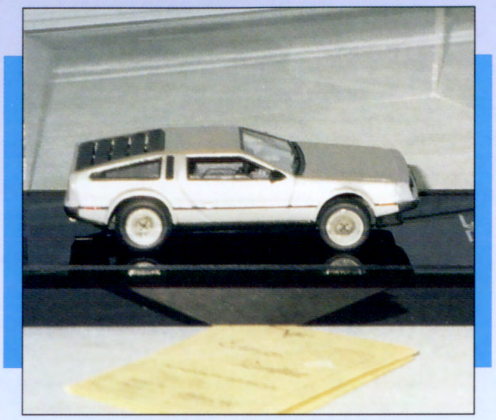
PEACE OF MIND...
DELOREAN ONE

NEW DELOREAN MODEL
Now Available

The first DeLorean owners to see the beautiful new, 1:43 scale, pewter model DeLorean in this new series attended the Expo banquet at the Peterson. It and a one-of-a-kind kit version were raffled off that evening. Member Bruce Lasuta of British Columbia was the lucky winner.

The completed model that is pictured here is numbered and comes in a deluxe Lucite display case.

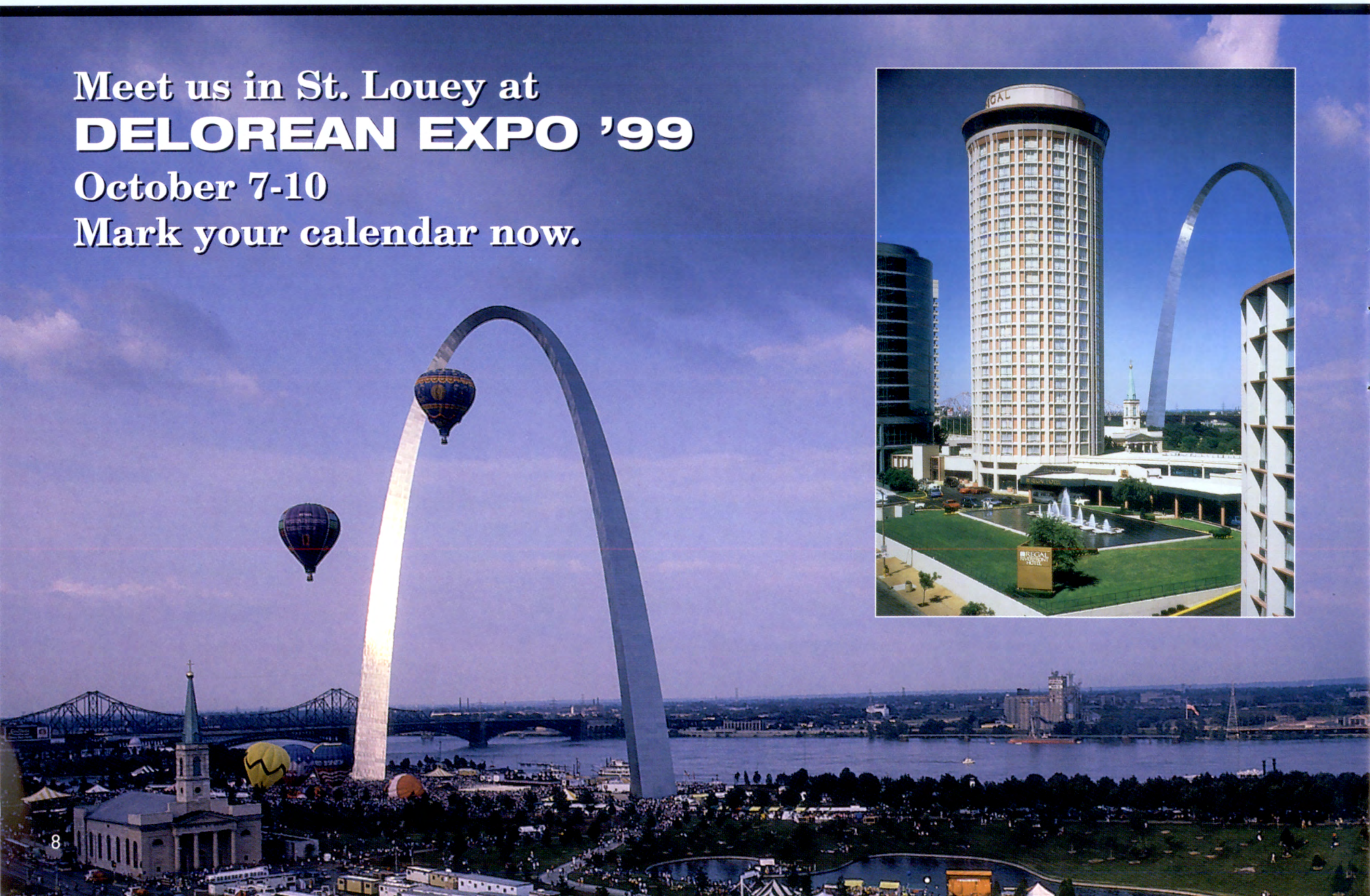
VF Models of Germany is the manufacturer of these finely detailed models and they are available in the following configurations:



- 1:43 scale - In display case. $25 deposit. Pewter. Allow possible 90 days delivery. $249
- 1:24 scale - In display case. Pewter, Ultra-Detail System, all window frames etc. are photoetched. $50 deposit. Allow possible 90 days delivery. Approximately $575
- 1:18 scale - With opening doors and trunk. Resin and metal and brass parts. Hand-built to order. Allow several months delivery. Deposit $1,000. $5,999
- 1:12 scale - Same specs as 1:18. Deposit $1,000. $6,999
- 1:8 scale - With nothing opening. Deposit $1,000. $5,999
- 1:8 scale -With engine and opening hood. Deposit $1,000. $9,300
- 1:8 scale - With engine, opening hood, opening doors & trunk. Deposit $1,000. $10,850
- 1:8 scale - With all above plus full underside details. Deposit $1,000. $13,500

The manufacturer states, "If these prices seem expensive, please note that in the early seventies we were selling hand-made large scale models for $3,300 and up."

To order or receive further information, contact: Sinclair's Mini Auto, P. O. Box 8403, Erie, PA 16505, Phone/Fax (814) 838-2274.



Meet us in St. Louey at
DELOREAN EXPO '99
October 7-10
Mark your calendar now.

CALENDAR OF FUTURE **CAR EVENTS**

Do you know of any events that are not sponsored by the DeLorean Owners Association but may be of interest to DeLorean owners? To inform our readers about shows, meets or places of interest to DeLorean owners, we present this events calendar. Please submit the following information for each event:

Location *(state, city/town, place)*
Date *(three or more months ahead of time you receive each issue)*
Name, address and telephone number *(for further information)*

Hold the notice size to 30-40 words
Send to: Hank Breer, 1946 N. Harding Ave., Altadena, CA 91001

DECEMBER

5 Palm Springs, CA	**Festival of Lights Parade.** 8th Annual nighttime parade through downtown Palm Springs. Join other DeLorean owners for their third year. All vehicles must be decorated with at least 400 white holiday lights. Mimi Breer 626/798-6279. FAX 626/798-9764

JANUARY

14-18 Scottsdale, AZ	**Car Auction** 28th year. Over 1200 cars. At Kruse Auction Park West. 800/968-4444
20-24 Scottsdale, AZ	**Barrett-Jackson Classic Car Auction.** NEW in '99, "Desert Classic Road Rally" 602/273-0791. Fax 602/244-1538 http://www.barrett-jackson.com
24 Los Angeles, CA	**Hollywood Park Vintage & Collectible Autos Swap Meet, Show and Sale.** Classics, 'Vettes, Porsches, Rods, European & All British 5 a.m.–3 p.m., $5.00, 12 & under free. Century Blvd. at Prairie. 888/837-5777. Fax 714/969-5448, e-mail: carshows98@aol.com
28-29 Walt Disney World, FL	**"Jimmy Velvet's Legend's Museum" Closeout Auction.** Under tents 800/968-4444
30-31 Walt Disney World, FL	**Disney World Collector Car Auction.** 2nd Annual, 407/298-5010 or 800/968-4444
30-31 Sarasota, FL	**Car Show and Swap Meet** at the fairgrounds includes a 500 dealer antique fair. 813/345-4431

FEBRUARY

5-7 Webster, FL	**Winter Extravaganza Swap Meet.** 6th Annual Car Corral and Auction. A 'Top 50' car and truck show, Westside flea Market off I-75 and SR-50. Club Participation Trophy. Craig or Joann. 800/438/8559, Fax 813/846-8922
12-14 Atlantic City, NJ	**Atlantic City Classic Car Auction.** G. Potter King, John Chiara. 800/227-3868 (Kruse)
18-21 Zephyr Hills, FL	**Auto & Antique Winter Fest.** 25th annual automotive/antique swap meet, collector car auction, antique auto races. $8.00 admission, under 12 free. 813/920-7206
19-20 Perry, GA	**Automotive Auction.** One of the greatest auctions in the South at the Georgia State fairgrounds. Bill Bonbrake 912/956-2678 (Kruse)
20 Houston, TX	**Houston Texas Car Auction.** 20th annual at Trader's Village. 800/968-444 (Kruse)
26-17 Oklahoma City, OK	**Car Auction.** 15th year, at the International Trade Center, Oklahoma State Fairgrounds. 800/968-444 (Kruse)

MARCH

5-7 Yuma, AZ	**"Midnight at the Oasis Festival".** 7th annual Older American cars, trucks and foreign classics. 520/343-1715 Fax 520/783-1609
6-7 West Palm Beach, FL	**Car Show and Swap Meet** with an antique fair at the fairgrounds. 1,000 antique dealers. (813)345-4431
12-14 Tampa, FL	**Car Auction.** Dan Newcombe. 814/449-1962 (Kruse)
20-21 Ft. Myers, FL	**Collector Car Auction** at the Lee Convention Center. D. E. Foeller. 941/643-2675 (Kruse)
26-27 Hot Springs, AK	**Collector Car Auction.** 26th year. At the new Hot Springs Convention Center. Greg Reed 501/336-3195 (Kruse)
26-28 Lake Havasu City, AZ	**The Havasu Happening at the London Bridge Resort.** 520/855-6125 http:///wwwdesertsteel.com

DIODES

contributing authors: Rob Grady, P.J. Grady • Stephen Wynne, DeLorean Motor Company
Dick Shipman, Technical Director, DeLorean Owners Association

There are eight (8) Diodes in the DeLorean. Six (6) 1-amp #A75-294 (part no. 110061) and two (2) 3-amp #A75-297 (part no. 110066). (For harness detail see drawing "A".)

GENERAL FUNCTION:

To allow electrical current to flow in only one direction within a wire.

SPECIFIC USE:

See the attached specifications for use, location and failure descriptions. The main wiring harness drawing will also help locate.

TESTING A DIODE:

Using a continuity meter, a good diode will only read one way. If it reads in both directions, replace it.

REPLACING:

Be sure the diode is replaced in exactly the same direction in the wire from which it was removed. We suggest that it be marked before removing and testing.

SCHEMATIC MAIN HARNESS NUMBER	DESCRIPTION	WIRING DIAGRAM NUMBER	WIRING DIAGRAM GRID	WIRE CODE IN	WIRE CODE OUT	AMP RATING	LOCATION IN CAR	WHAT HAPPENS WHEN IT FAILS
1	Left door lights	39	4I	PU	PW	1	Right Knee – on top con cnsl	All door lights on***
2	Right door lights	30	4I	PU	PK	1	Right Knee – on top con cnsl	All door lights on***
3	Front Interior light	30	3I	PW	PW	1	Right Knee (combined into one) –	All door lights go on
3	Rear Interior light	31	4J	PW	PW	1	on top con cnsl	when interior light on
4	Idle Speed Motor	132	8D	BLG	BLG	1	compt. behind driver, under black metal frame	Engine stalls at idle*
5	Cooling Fans	194	11F	OB	OB	3	compt. behind passenger	fans do not operate
6	Air Conditioning	200	10H	OB	K	1	compt. behind passenger	A/C does not operate
7	Door ajar light	25	1D	RU	RU	1	under binnacle	light will not go on*****
8	Door lock telltale	243	8H	LGW	LGW	3	left knee – under con cnsl	door locks will not work electrically****

*If engine stalls, first check the micro switch adjustment. See *DeLoreanWorld* #35, Vol. 10, No. 1, Winter 1993.

**If fans fail, first check "Fan Fail" module. See *DeLoreanWorld* #4, Vol. 2, No. 2, Winter 1983 & the otterswitch. See *DeLoreanWorld* #50, Vol. 13, No. 4, Fall 1996.

***If vehicle is equipped with an alarm, it should be wired correctly as not to interfere with the operation of the door lights.

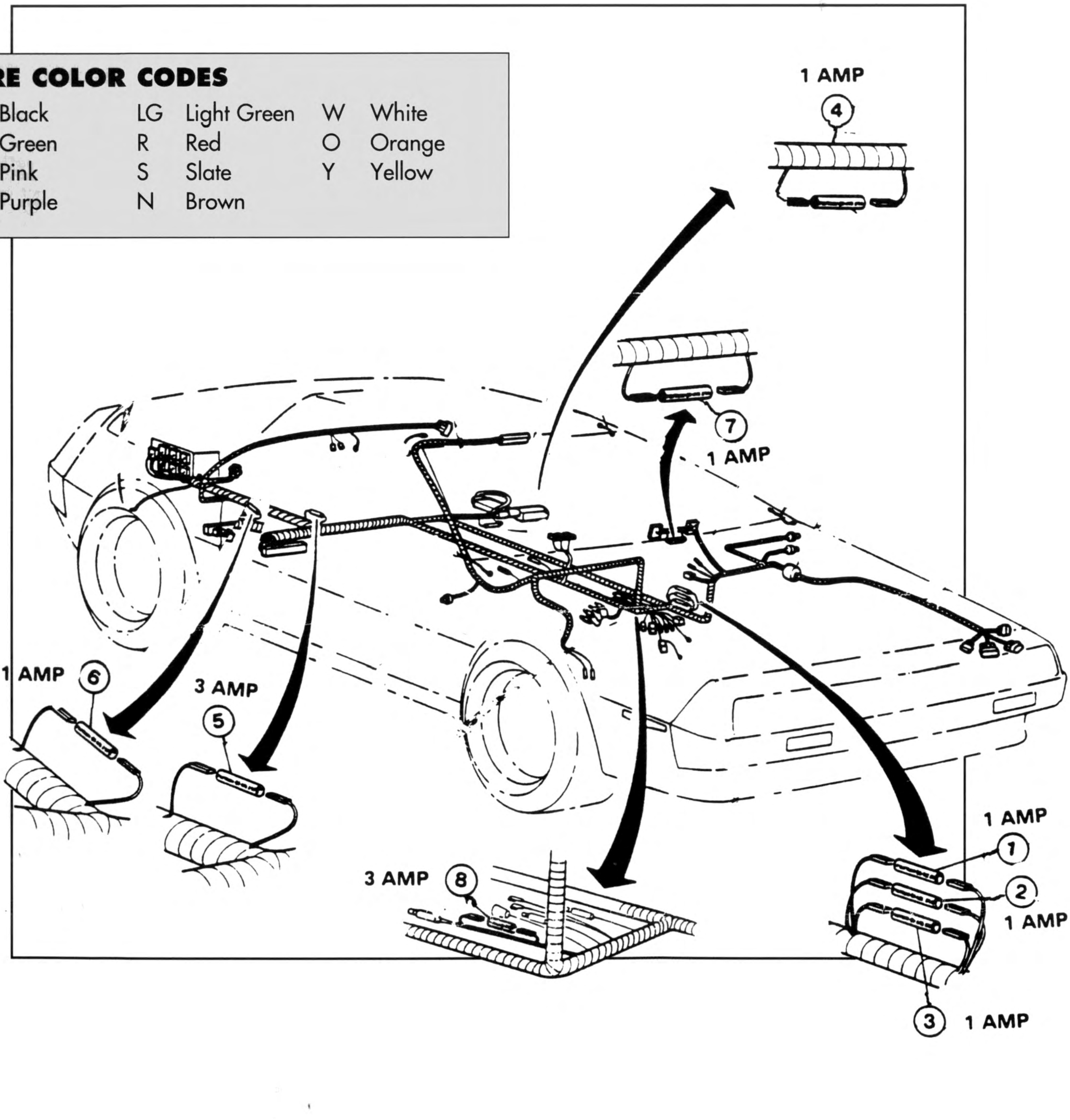
****First check the door lock module and solenoids to make sure they are operating.

*****First test the bulb to see that it is working properly.

DIODES

WIRE COLOR CODES

B	Black	LG	Light Green	W	White
G	Green	R	Red	O	Orange
K	Pink	S	Slate	Y	Yellow
P	Purple	N	Brown		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THE PETERSEN AUTOMOTIVE MUSEUM

By Henry Breer, Museum Director

Los Angeles has been described as 100 suburbs in search of a city. The city stretches from the northern San Fernando Valley to the Port of Los Angeles. Public transportation exists in the form of busses, taxis, and the recently opened Metro light rail system. Even so, with everything spread out, it is difficult to commute any other way than by automobile. Since we spend so much time in our cars, it is only natural that Southern Californians feel that their automobile is an integral part of their existence. It is also only natural that there would be a museum in Southern California devoted not just to transportation, but specifically to the automobile: The Petersen Automotive Museum.

THE CAUSE OF THIS URBAN SPRAWL STARTED WITH THE PACIFIC ELECTRIC RAILROAD.

In the early 1900's, land around Los Angeles was cheap, level, and covered only with brush. It was cheaper to build 'bedroom communities' away from downtown and connect them with trolleys and interurbans than to build high-rise structures. Names that you may have heard in the news: Watts, Hollywood, Van Nuys, are actually not cities at all. They are all parts of the city of Los Angeles.

During the 20's and 30's the rail transportation system began to experience more and more delays as the number of automobiles increased and new roads were built. More roads meant more grade crossings and slower trolleys. With the post World War II building boom and the rapid increase in the number of automobiles, the final nail was driven into the coffin of Southern California's rail system. The last trolley line was shut down in 1956.

To replace the trolleys, more and more roads were constructed. In the 1930's the Arroyo Parkway was built from downtown LA to Pasadena. This was the first of the high speed, limited access roads that were built – mostly following the routes of the original trolley lines. Today, Los Angeles is crisscrossed with a network of freeways.

OUR SHOPPING PATTERNS WERE ALSO AFFECTED BY THE AUTOMOBILE.

Nearly 70 years ago, the world's first linear shopping district dedicated to the emerging auto age was developed. It was dubbed "The Miracle Mile" and featured wide store windows set close to the sidewalk and streets with large rear entrances to accommodate the traffic.

Later, enclosed shopping malls supplanted the individual department stores. Robert E. Peterson, chairman emeritus and founder of Petersen Publishing Company, and his wife Margie donated $15,000,000 to acquire one of these buildings, the landmark Ohrbach's Department Store, and launch its renovation into a museum. On June 11, 1994 the 40 million dollar Petersen Automotive Museum was added to the Natural History Museum of Los Angeles.

The museum is divided into four floors. On the first, visitors walk through more than 30 exhibits and dioramas depicting settings of early Los Angeles. The first is Louis Breer's blacksmith shop where the first car built in Southern California was created in 1901 by his 17 year old son Carl. (Author's note: I have a great affinity for this display. Carl Breer was my great uncle.)

Later you walk past a full sized replica of a 1929 Richfield gas and service station, a 1920's strip mall, a 1950's coffee shop, a 1950's version of a auto customizing shop, a 1960's tract home's attached garage, and 60's and 70's muscle cars. There are also exhibits showing a classic scene from Laurel & Hardy's "Hog Wild" with a 1922 Model T Ford crushed between two trolley cars.

The section entitled LA Autotude depicts the 'You are what you drive in Los Angeles' theme with a 1993 Lamborghini Diablo, a 1983 DeLorean, and a 1968 Buick modified to resemble a boat complete with flying bridge.

ON THE SECOND FLOOR, FIVE GALLERIES CONTAIN EXHIBITS THAT ROTATE PERIODICALLY.

Currently, there is an exhibit of classic hot rods from the 60's in the Bruce Meyer Gallery. The 'It's A Duesy!' exhibit is a collection of over 20 Duesenbergs in the main gallery. A collection of cars owned by celebrities as well as cars used in movies and television series is featured in the Hollywood Gallery. A look at the history of the motorcycle is on display in the Otis Chandler Motorcycle Gallery. And starting just after DeLorean Expo '98, the State of the Art Gallery will feature 'Fifty Years of Porsche.' This exhibit, produced collectively by Porsche AG in Stuttgart, Germany, and Porsche Cars North America, is the only factory sponsored museum exhibition of Porsches in the United States.

THE THIRD FLOOR IS DEVOTED TO THE MAY FAMILY DISCOVERY CENTER.

This is a hands-on interactive permanent display that teaches basic scientific principles via the automobile. Of the over one dozen displays, one of the favorites is The Giant Engine. Children sit on a giant combustion engine with wheels and become 'human spark plugs.' By using their feet to push pistons in a four-stroke cycle, the crankshaft turns and moves the car across the floor.

Typically on the first Sunday of every month, you will find the DeLorean Owners Association Board of Directors meeting taking place in the Founders Lounge on the fourth floor. Please feel free to come and join us. Also on the fourth floor are a spectacular all-glass penthouse conference center and small serving kitchen. These are available for special events and functions.

The Museum is located at 6060 Wilshire Boulevard (at the corner of Fairfax Avenue). Admission is $7.00 for adults, $5.00 for seniors and students with ID, $3.00 for children ages five to twelve, and under five are free. Special group rates are available. Parking is $4.00. The Museum is open Tuesday through Sunday (closed Mondays) from 10:00 a.m. to 6:00 p.m. (Hint: If you join us at a board meeting and drive your DeLorean you can see the Museum for free. Just arrive about 1:30, sign in at the parking toll booth instead of paying, and park on the top level of the parking structure. Enter the Museum on the second floor from the top level of the parking structure. The fee we pay to use the Founders Lounge also covers parking and admission for guests.)

For additional information call (213) 930-CARS or visit the museum's website at www.petersen.org

The Rejuvenation (not restoration) of DMC 12

VIN: 010209

By Ron Jackson

Editor's Note: As our marque approaches its 18th year, many people are "snapping up" DeLoreans at very low prices. Most of these vehicles are sad examples of abject neglect, accidents, nickel-and-diming or all of the above. Others appear, at least on the surface, to be in relatively good condition. Yet when their new owners bring them home, the cars drain them of considerable dollars spent on parts and repairs often leading to another "For Sale" sign.

Unless you are looking for a project as Ron appeared to be, and are prepared to pour a considerable amount of money into it, before buying a DeLorean, have it checked over completely by a qualified service center and buy the very best one you can find. Not the cheapest.

ARIZONA
DMC 12

Ron Jackson's rejuvenation displaying his DMC 12 plate.

It has been my custom to glance at the classified ads in the morning paper to identify any new listings in the Antique and Sports Cars sections.

While living in Northern Virginia, in 1995, my local newspaper was The Washington Post. During one of these early morning reviews, I came across an ad for a 1982 DeLorean with only 850 total miles, but no price. I then noticed a similar ad in Hemmings Motor News with the same phone number.

After several phone calls to the owner and visits to look at and drive #010209 around the block, all of which took place during the months of June and July 1995, the owner and myself reached agreement on the selling price. Then we had the title issued in the District of Columbia as part of the transaction.

I thought it might be of interest to other DeLorean owners to know what it took to bring 010209 up to a reliable roadworthy condition, and to make it cosmetically attractive.

THE ORIGINAL OWNER HAD PURCHASED TWO DELOREANS AS AN INVESTMENT, AND ONLY DROVE THEM TO WASHINGTON, D.C. (20 MILES ROUND TRIP) ABOUT 3 OR 4 TIMES A YEAR.

The cars were originally kept in a garage, but were then left in the driveway for several years. The summer sun in Virginia took care of the interior by cracking the dash, the binnacle, the leather seats, and distorting the A-post covering on the driver's side. All the headliners were hanging down.

When the doors were closed the door linings hung down over your face and were held up with safety pins! Also, the door struts were no longer effective, and I had to use 5 ft. lengths of PVC tubing to keep them open.

The engine seemed to run well, apart from having a very high idle speed of about 2000 RPM for 10-15 seconds before settling back to normal. The hand brake didn't work, but this was from lack of use. The rear lights, (tail, turn signal, brake and hazard) were intermittent. The tires were of course virtually new, but they had some slight age cracking near the rims, and flat spots from lack of rotation.

After driving the car about 25 miles on surface streets (instead of on the Washington Beltway) to get it from the owner's home to my garage, it was fairly clear what I had to do.

I removed the seats, head and door linings, the binnacle and dash, and got them into a trim shop. (I was unhappy with the work they carried out, but circumstances prevented me from resolving these concerns).

While these parts were in the trim shop, I put the car up on four jackstands to do a more complete examination of the underside. Although the cooling hoses looked like new, I could see some coolant leakage at the clamps in a couple of areas. I decided the best thing was to change all hoses and clamps, the thermostat, and the engine drive belts.

I also removed the wheels, checked the brake pads, freed up the hand brake mechanism and took the wheels and tires to the tire shop for their evaluation. They were unable to get an ideal balance on all four, but suggested that if the tires held their pressure, and any out-of-balance was acceptable to me, I should be able to get some reasonable life out of them. Their prognosis appears to have been correct.

While traveling from Virginia to Indianapolis in the family car, to attend the Indy 500, I stopped at a service center and picked up a number of parts I knew I would need including oil filters; a fuel filter; fuel pump screen; struts for the doors, louvers and hood; the A-post trim; engine cover hinges (existing, but badly rusted), and a Service and Parts manual.

I also talked with my service center who suggested I replace all electrical fuses and clean off the fuse contacts. The corrosion found on some of the fuse end caps assured me this was a smart move. While the car was on the jackstands, I changed the oil, the oil filter, and the air filter, all of which I believe were original. I also intended to replace the fuel filter, however, due to its almost inaccessible location, I decided to keep the "spare" on the shelf.

A BUSINESS TRIP HAD TAKEN ME TO LAS VEGAS WHICH COINCIDED WITH DELOREAN EXPO '95.

During the tech session, I learned of all the problems associated with disintegration of the fuel pump sealing ring, so I decided I'd better remove the fuel pump to examine it. I was very happy to find that with only 850 miles from new, and having been parked most of the time, the seal and the cover seal were like new. As with the fuel filter, my spare fuel tank baffle is "back on the shelf".

The front and rear facias were faded from the sun, so I removed them and the front bumper, and had them repainted the original DMC colors. This also allowed me to clean up the contacts on the tail light circuit boards, and replace some bulbs.

Removing and re-installing the dash was difficult, due to the poor access of one of the retaining nuts at mid-position, and difficulty in removing/installing the

continued on page 16

REJUVENATION,

continued from page 15

defroster outlet covers. Similarly, it was not easy to gain access to the lower nuts on the engine cover hinges. Maintainability aspects were obviously not considered when the cars were manufactured. (Removal and reinstallation of Phillips screws which secure the door pull handle to its mounting bracket are a typical example.) I discovered this when I had to remove the window actuator assembly when the plastic clip broke which holds it to the handle support bracket. I've had to remove and re-install these Phillips screws three times while trying to fix the problem.

After re-installing the interior, re-fitting the facias and filling the cooling system with new coolant, I then bled the air per the manual instructions. Engine initial idle was still around 2,000 RPM, so I decided to have a local garage take a look at it. They diagnosed the cause as the idle computer, and were able to jury rig a Volvo unit and get acceptable results. However, it was not possible to interchange the units due to other features. A quick call to my service center indicated that they could supply me with a new unit or an exchange unit which had been re-conditioned. I took the latter, and have had no further problems.

IN THE MEANTIME, MY RETIREMENT PLANS MEANT WE WOULD BE LEAVING VIRGINIA AND RELOCATING TO TUCSON, ARIZONA.

Since the car had still not been registered, I obtained a 3-day in-transit tag to allow me to legally put the car on the road in Virginia, and its first real drive was to head for Tulsa where our son and his wife live. My wife would follow me in our family car. This was fortuitous, as I quickly learned that the alternator was only producing 8-10 volts, which seemed adequate while driving in daylight, but not enough to keep the battery charged to be able to start the car at restaurants or motels. This meant careful parking to get easy access to the jumper start terminal in the engine compartment.

On arrival in Tulsa, I pulled the alternator and took it to a local garage. He quickly confirmed the regulator was at fault and replaced it for a cost of $45.00. This cured my charging problem, and we then continued to Tucson.

The only other problem I noted was that the oil pressure fluctuated excessively and occasionally would read full gauge deflection. My worry was that if I had some oil jets which were plugged, then this could cause high readings, but time didn't permit further analysis and I felt that if I had some plugged jets, the engine would soon tell me — a bit late however!

After arrival in Tucson, I picked up an oil sending unit from a local garage and the pressure is now back to normal.

I have now accumulated 7,500 miles in the last 18 months and am really enjoying the car. I do hate the small turning radius (it can be dangerous, at times), the lack of seeing all the instruments at one time, regardless of where the steering wheel is positioned and the concern over transporting a flat rear wheel. Although I now have a luggage rack, I don't normally drive around with it fitted.

It is disappointing that the wipers are not better concealed — they sit out in the sun and deteriorate, or they freeze up in snow and freezing rain. Also, I get a bit tired reading the word BOSCH on the wiper arms instead of getting a clear view of the road.

My clutch slave cylinder started leaking, and although it is a Bendix unit, it can apparently only be obtained through a DeLorean service center. Bleeding the replacement cylinder was not easy - another maintainability problem. It's also difficult to understand that having produced the car for 3 years there is no lubrication chart. During a brief visit to my service center, they were kind enough to show me how to lubricate the speedometer drive mechanism in the front left wheel well without having to remove the assembly.

My son and I had to re-tension the door torque links and despite having replaced the struts, I'm going to have to give the links yet another serration - a nuisance as the engine louver has to be removed for access to the torque link locks, and then has to be re-rigged to the car body.

Driving the DeLorean is quite interesting, as we also have a Bricklin (1975) we've been driving for the past 15 years. I'm afraid to flap my arms in case our neighbors think I've found yet another gull-wing!

Now if only I could get rid of those pits in the stainless steel body. I think some tree sap must have had its effect while the car was parked outside — 3M Scotch Brite doesn't seem to do much for it.

You will notice from the photo, we were fortunate enough to obtain a DMC-12 license plate when we registered the car in Arizona. Our travels since arriving in Tucson have been a bit limited, as we are building a house. However, we did enter the ALL British Car Day sponsored by the MG Club along with other DMC owners in Phoenix in 1997 and 1998.

"It's always the little things"

Story and photos by Joe Steuben

I like the cozy, intimate feeling that I get when I settle into my DeLorean.

It reminds me of the 'chopped' five window 1929 Model A Ford body I once owned. At the time, I didn't have the resources to do anything with it, so I just sat in the rusty, empty shell and dreamed.

RECENTLY, I SAT IN MY 'D' AND MUSED AS EL NIÑO POUNDED RELENTLESSLY ON OUR GARAGE ROOF.

But, my reverie decomposed when I realized that something was wrong. Then it dawned on me.

The center pad of the steering wheel looked ratty again.

Strange, I had just soaked it in the milky stuff. Yet, compared to the leather wrapping on the rest of the wheel, it looked dried out…funky.

Was it the bean counters or John Z's 'crash' to get the car up and running that allowed him to compromise this crucial design detail with such a tacky looking component? Hey, the piece sits directly under the driver's nose.

I pulled the pad off of the wheel and examined it carefully. What a piece of junk!

But, in the name of 'factory correct', I soaked it in the white stuff again, reinstalled it, and went on with the rest of my life until several days later the pad (looking as shabby as ever) leaped up and grabbed me by the eyes. That did it! The deplorable plastic cushion had to go.

I was determined! I called around and eventually located a good-as-new (slightly used) #101036.

FORGET COSTS, PHONE BILLS, AND SHIPPING CHARGES, IT WAS A JOYOUS DAY WHEN THE LITTLE BLISTER PACK ARRIVED.

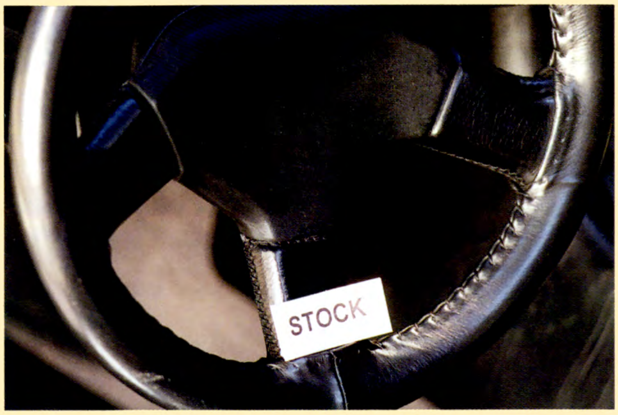
Soaked in the white stuff and installed...it looked great. Well almost…actually it looked marginally better than the original. Oh well, on with the rest of my life.

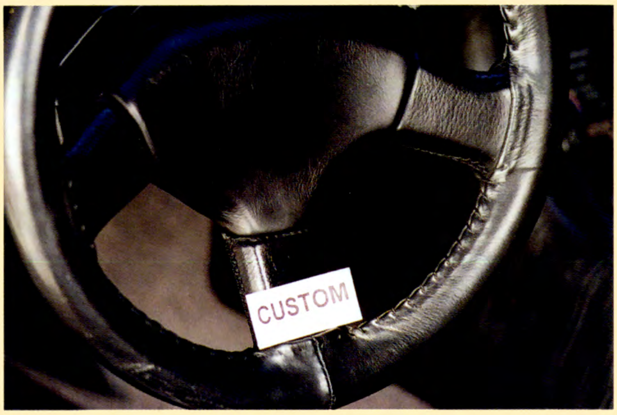
Oh yeah?

As I loaded groceries into the 'D', the steering wheel pad smacked me between-the-eyes again. Truthfully, the new one didn't look much better than the original.

So much for 'factory correct.'

Something snapped!





COURAGE! 'CUSTOMIZE' THE DELOREAN!

When I think 'Custom', I think of 'lead sleds', 'frenched' headlights, twenty coats of 'candy apple' paint, none of which is appropriate for my DeLorean. However, drastic times call for drastic measures.

It took a little time, some glue, a staple gun, and a small piece of leather (with grain and color similar to the spokes of the wheel) to transform the worst of the two pads into a truly harmonic element of the steering wheel design.

It looks great!

The pad blends so well that I have to point it out to other DeLorean buffs so they can fully comprehend my inspired change.

Now, it feels elegant to hold the steering wheel. My eyes are at peace as they focus between the dash, the rearview mirrors, and the road.

Ok, I did a wild-and-crazy thing, but there's a good chance that John Z. would have done the same had his curtain not dropped so abruptly.

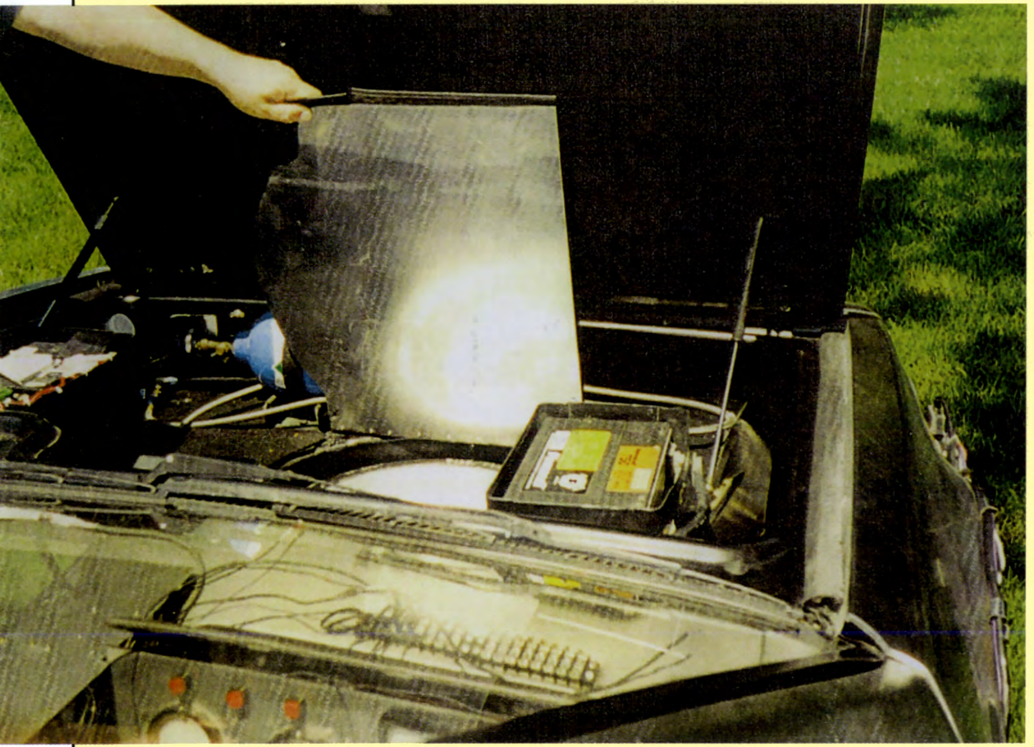
And, if I pass the car on to someone who wants a bone-stock DeLorean, there's still the other pad to make their day.

It's always the little things that make the difference.

the '97 DELOREAN

part 2

By Robert C. Brandys, Hinsdale, Illinois
Part 2 of a 2 part article. Other Improvements



EDITOR'S NOTE:

As a worldwide organization whose purpose is to support a high quality marque, we encourage people to maintain the original integrity of the automobile rather than altering or transmuting it. Therefore, we rarely run articles on projects like these. However, now and then, one is so odd or extreme that it is simply too newsworthy to avoid. That is the case with Robert Brandys' project.

Some of you may think what he has done is brilliant. Others may consider it butchery. You be the judge. In any case, the Association does not recommend you perform any of these alterations.

In Part 1, we discussed the 9 design improvements of the 97™ DeLorean. In Part 2 we will discuss 3 new options intended to increase performance and the additional upgrades and improvements to the vehicle that we have made.

1. IMPROVING ACCESS TO THE LUGGAGE COMPARTMENT SERVICE AREAS

As part of this project, we needed to change the design of the fiber board floor that covers the spare tire. This is because the original bonnet floor cover no longer fit due to new extra equipment. One could certainly have cut the floor to fit, but we wanted to improve the access to the spare tire and the master brake cylinder reservoir.

A) Access to the master brake cylinder

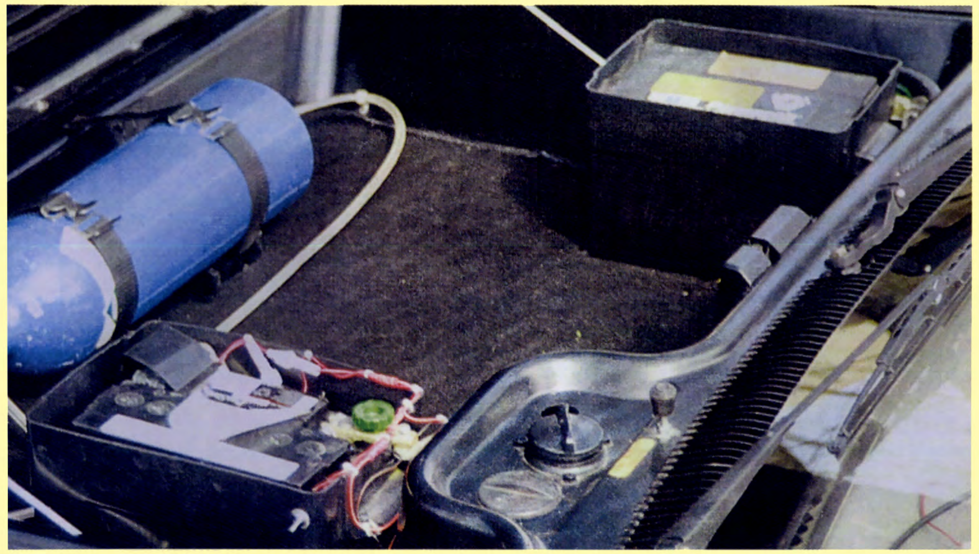
Even though one only needs to access the master brake cylinder on rare occasion, we wanted to make this easy to do. We installed a separate hinged door for quick access to the master brake cylinder. The door was made of 0.1 inch thick aluminum plate with a nickel plated piano hinge. Two of the original threaded rivets are still used to screw the door down. Access to the master brake cylinder is now easier than in the original design. This new aluminum door was covered by a piece of the original black carpet.

B) Spare tire access/increasing luggage compartment floor strength

The original fiber board tire cover in the bottom of the luggage compartment flexes if you put anything heavy on it. We wanted to make the floor stronger so it could support heavier items. Another, hinged door was installed over the spare tire hole. It was built out of the same 0.1 inch aluminum plate with an 18" nickel plated hinge on the front side. It was also covered with the original black carpet.

2. AIR CONDITIONING SYSTEM UPGRADES

Three items were upgraded on the air conditioning system. These were meant to improve its operation and make it easier to access and repair. In the case of this prototype vehicle, all the freon 12 had already leaked out of the system, so we could open it without any detrimental effects to the environment.



A) Increasing the length of the high pressure hose from the expansion tank to the air conditioning condenser

If you look at the air conditioning hose that goes from the expansion tank to the condenser (by the passenger's front wheel), it has an extremely tight bend in it. In fact, it looks like it's going to break due to stress. This tight kink also makes the hose more prone to leaking freon at this stress point. We decided to replace this hose with a 90° fitting and increase its length by 6". This also meant the steering shaft no longer rubbed against it.

B) Converting the R-12 system to a 134A system

Converting the air conditioning system to the freon 12 substitute 134A is easier now than it has been since freon 12 sales were controlled in 1991. To convert to 134A today, one only needs to add an extra oil charge to make the seals compatible with 134A. There is also a flushing chemical used with special equipment that can clean the system prior to conversion. This might be necessary if your system is dirty due to compressor failure or corrosion. The chemical does not remove any of the oil in the compressor, however.

First remove the Freon 12 from the vehicle into a recycling system. Your local AC shop should do this for free since the R-12 is worth over $60 to them. Assuming the system is clean, you then add the 13 oz. oil charge and one can of 134A. Then run the system and add one to two more 16 oz. cans of 134A depending upon system capacity. You can buy this in a kit for as cheap as $40.00.

C) Relocating the air conditioning drain hose that dumps above the gas tank fuel pump

If you have ever had to replace the fuel pump or gas tank sensor in your DeLorean, you may have noticed significant rust and/or water in this area. In cleaning the air conditioning system under the dash, I found that the drain from the evaporator coil empties right above the fuel tank and fuel pump.

The solution was not hard to identify. A longer drain hose needed to be installed. However, installing it is not an easy task. The original design had a little plastic 1/4" diameter 90° fitting that drained through a tiny hole in the fiberglass body above the gas tank. This fitting was very clogged and is much smaller than the 1" diameter drain holes found on most car air conditioning systems. Not surprisingly, we decided to install a larger drain hole and a longer hose. This required enlarging the existing hole in the fiberglass. Since the instrument panel was removed at the time this was not too hard of a task. Without it being removed, the only (somewhat easy?) way to fix this problem is by removing the gas tank and getting at fittings from the bottom of the car. This would be a tough job but in the long run, it would be worth it.

D) Larger blower motor

Since we wanted to insure sufficient air conditioning capacity, we installed a large blower motor from a late model GM van. It rotates the right way and has a higher maximum speed. The part number was Delco 15-8228. You have to change the electrical connectors, but that's simple. The increase in maximum air volume is a welcomed improvement.

3. ELECTRICAL SYSTEM UPGRADES

The DeLorean is equipped with Lucas wiring. For some people,

continued on page 36...

DeLoreans stream across Pasadena's Colorado Street Bridge on their way to the Arboretum Sunday. photo by Ray Haug

The Concours DeLorean®. photo by Don Sigler

Millie Bernstein of DeLorean One presents Karin Lange of Minnesota a $300 check and a trophy for first place in the Concours DeLorean®. photo by David Knudson
Los Angeles 1998 Concours d'Elegance
CONCOURS DELOREAN
FIRST PLACE WINNER
$300.00

Left to right, Rob Grady of P.J. Grady's in New York, Brian Rogers from Michigan, Rob's wife Debbie Grady, Carol Ann and Greg Gruetzmacher from Florida, John Lewis from Michigan, and editor David Knudson at the Saturday evening reception. photo by Don Sigler

DeLorean Expo 1998 is History!

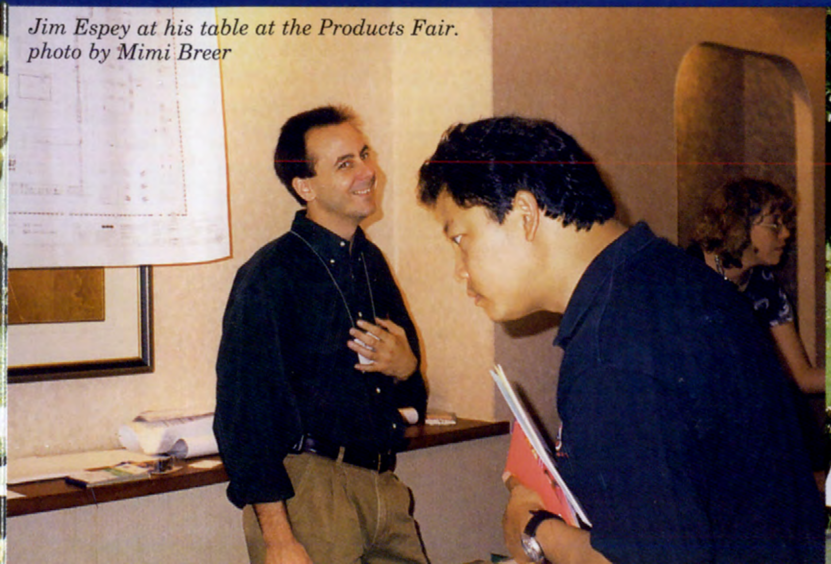
By Linda Porter, President and Activities Director

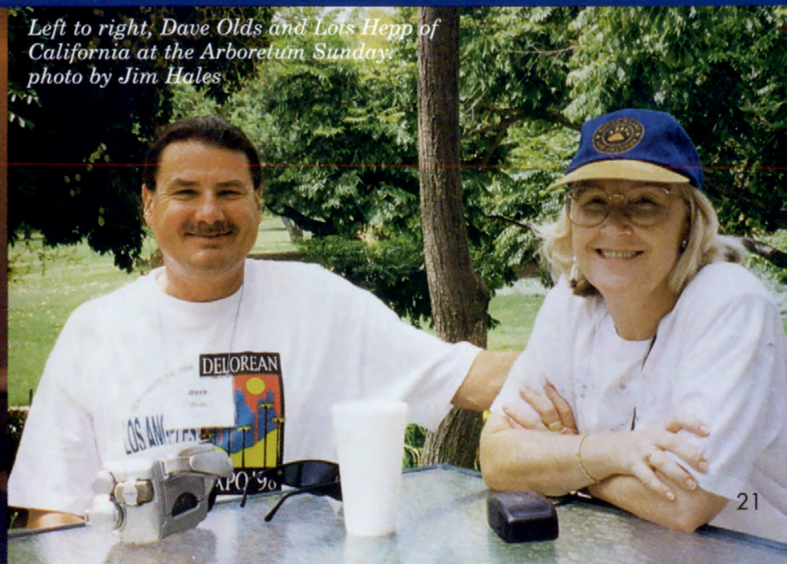
Another Expo enters the history books. This year's DeLorean Expo ‘98 will be remembered as the year records were broken.

The first record to fall was that of attendance by members from countries other than the United States. As has happened in the past few years, one of the first registration forms to be returned came from our fellow members in Japan. That was quickly followed by one from France, then Australia. Before we knew it, there were seven countries as well as the U.S. represented at the Expo. The other countries? Canada, Great Britain, Norway, and Sweden. It was great fun to get a chance to meet and talk with Delorean owners from far away places. With the DeLorean as a common bond, there is never a problem finding a subject of interest to discuss.

Left to right, Ken and Judy Montgomery from California and Mike and Patti Substelny from Ohio at the Fiesta de Mexico. photo by Lorraine Breer

The gala banquet Friday evening at the Petersen Museum. photo by Lorraine Breer


Jim Espey at his table at the Products Fair. photo by Mimi Breer


Left to right, Dave Olds and Lois Hepp of California at the Arboretum Sunday. photo by Jim Hales

THE HOTEL WAS EXCEPTIONAL.

DeLorean Expo '98 was headquartered at the beautiful Universal Hilton and Towers Hotel in Universal City, just down the hill from Universal Studios and near Hollywood, Beverly Hills and a host of other well known Los Angeles area neighborhoods.

While some hopped aboard tour buses that first day, Thursday, September 3, to see homes of the rich and famous, others enjoyed a dip in the hotel pool or a walk around Universal City Walk, a most unusual experience, just up the hill. That evening brought the group together with a poolside Mexican Fiesta. While diners enjoyed the extensive buffet and balmy evening air, a strolling musician serenaded them with Spanish songs. This was followed by the awarding of door prizes and a raffle, at which the second record was set. Mike and Patty Substelny, of Cleveland, Ohio were the winners of eight raffle prizes! One wonders how they managed to get them all packed into their suitcases for the flight home.

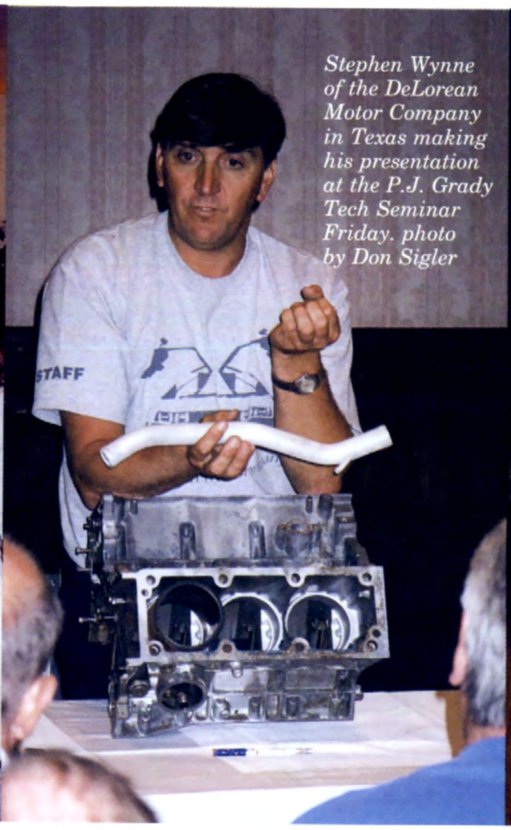
THOSE TRAVELING TO EXPERIENCE SOUTHERN CALIFORNIA'S DRY SUMMERS WERE TREATED TO OREGON STYLE HUMIDITY.

During September in Southern California, the weather can be very warm with Santa Ana winds bringing hot, dry air from the deserts to the east. So it was somewhat of a surprise to experience a cloudy, overcast weekend for the Expo. That is not to say it wasn't warm! But the drizzly, grey clouds did much to cool what could have been a blazing late summer Friday morning.

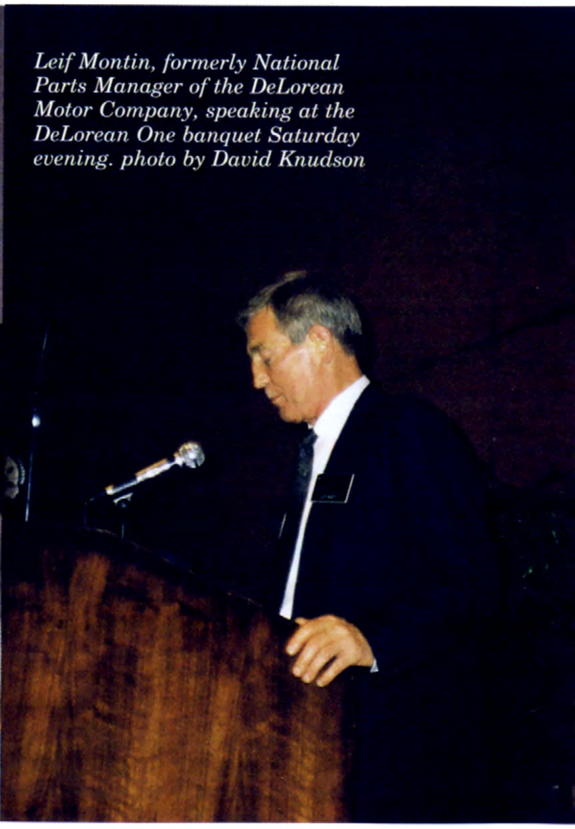
THOSE INSIDE THE HOTEL ATTENDING P. J. GRADY'S TECHNICAL SEMINAR DIDN'T EVEN NOTICE THE CLOUDS.

They were too busy gathering all the information possible from the two Tech Instructors, Rob Grady of P. J. Grady's and Stephen Wynne of DeLorean Motor Company.

Attendees wait in line to purchase goodies at the Products Fair. Ray Haug rapidly keys in each order. photo by Mimi Breer



Stephen Wynne of the DeLorean Motor Company in Texas making his presentation at the P.J. Grady Tech Seminar Friday. photo by Don Sigler

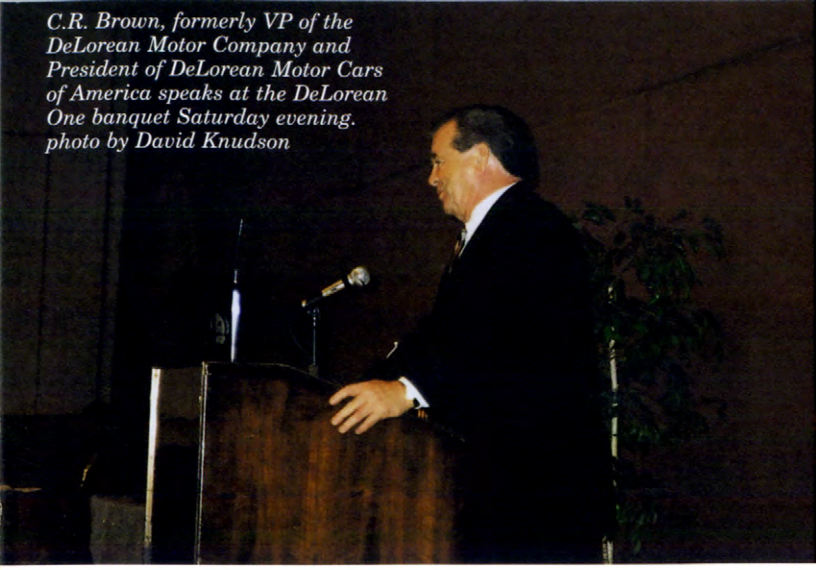


Leif Montin, formerly National Parts Manager of the DeLorean Motor Company, speaking at the DeLorean One banquet Saturday evening. photo by David Knudson

(left to right) Lance and Troy Hazelwood from Australia. photo by Lorraine Breer

Even earlier that morning, another group "braved" the elements and traveled across town to the new Getty Center, Los Angeles' most recent and widely hailed cultural mecca. There, the group was free to tour the grounds or galleries as time permitted.

Back at the hotel by early afternoon, there was just enough time to rest briefly and get ready for another action-packed evening. Two buses delivered attendees from the Hilton to the Petersen Automotive Museum on Wilshire Boulevard in West Los Angeles. We all had time enough to tour the first and third floors before gathering on the second floor at 6 p.m. At that point, the museum closed to the public and DeLorean owners were treated to



C.R. Brown, formerly VP of the DeLorean Motor Company and President of DeLorean Motor Cars of America speaks at the DeLorean One banquet Saturday evening. photo by David Knudson

Millie Bernstein of DeLorean One presents a $100 check and a trophy to William Winegard and John Yersky of Texas for 3rd place in the Concours DeLorean®. photo by David Knudson

Los Angeles 1998 Concours d'Elegance
CONCOURS DELOREAN
THIRD PLACE WINNER
$100.00
One Hundred and no/100 Dollars

a barbecue buffet served to them in a gallery lined with classic Duesenberg automobiles. The evening, sponsored by Stephen Wynne of DeLorean Motor Company, featured games, speakers, raffles and plenty of fun. A real "Duesey" of a night.

Saturday morning, the cars entered in DeLorean One's Concours DeLorean® were brought into the hotel's Ballroom Circle drive and parked while judges went over them with their proverbial fine-toothed combs. The 14 cars attracted lots of attention from hotel guests and other passers-by. While the cars were drawing crowds, DeLorean products were doing the same inside the hotel at the Products Fair. Shoppers and those "just looking" enjoyed the wide array of Delorean items presented.

Afternoon brought another tour, this time of well known Hollywood and Los Angeles sites like Grauman's Chinese Theatre. Several people chose this day to visit Universal Studios and take the "Back to the Future" ride. Others just kicked back and rested for awhile.

SATURDAY NIGHT TRADITIONALLY BRINGS THE GALA BANQUET AND THIS YEAR WAS NO EXCEPTION.

A reception in the Ballroom Circle was held prior to the banquet. It was a perfect opportunity to enjoy the Southern California evening while checking out, once again, the best of the best DeLoreans, the concours entries. It was an opportunity just made for photographs with people and cars all dressed up and looking their best, too.

Those in attendance at the banquet were the recipients of a "So Cal" style teddy bear, courtesy of the banquet sponsor, DeLorean One. And, at each place setting were brochures and other trinkets announcing the site of DeLorean Expo '99 in St. Louis, Missouri.

After-dinner speakers were two men whose recollections of the original DeLorean Motor Company came from first hand experience. Leif Montin was formerly the National Parts Manager of the DeLorean Motor Company and C. R. Brown served as Vice President of the DeLorean Motor Company and President of DeLorean Motor Cars of America. It was Mr. Brown's first time addressing a group of DeLorean owners, and we were interested to hear his revealing account of the beginnings and the operations of the company.

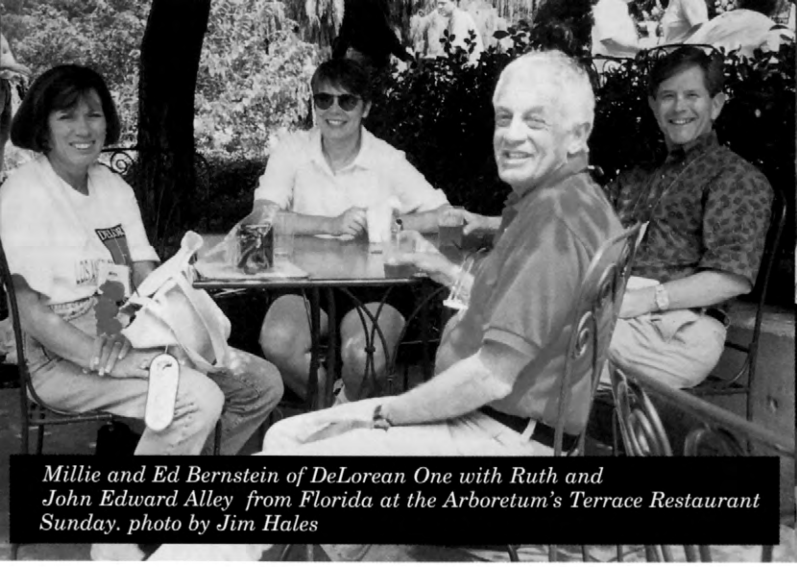
THE EVENING'S FINALE WAS THE AWARDING OF THE CONCOURS DELOREAN® TROPHIES AND PRIZE MONEY.

Ed and Millie Bernstein, owners of DeLorean One and sponsors of the concours, awarded the prizes to the first, second, and third place winners. Taking first place was the car owned by Karin Lange of Owatonna, Minnesota, followed by second place winner, Tatsuji Tsuji from Japan, with Bill Winegard and John Yerskey of Dallas, Texas

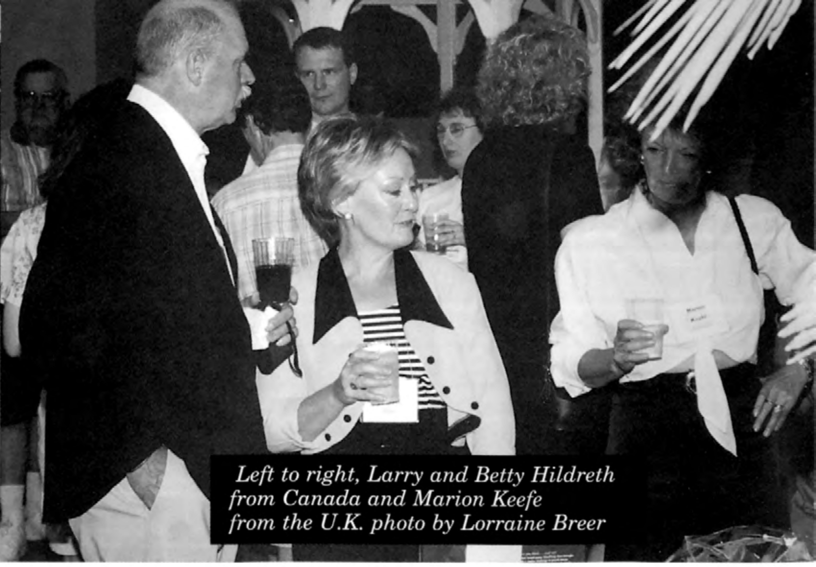
Millie Bernstein of DeLorean One presents a $200 check and a trophy to Tatsui Tsuji and Osamu Shimohara of Japan for 2nd place in the Concours DeLorean®. photo by David Knudson

Los Angeles 1998 Concours d'Elegance
CONCOURS DELOREAN
SECOND PLACE WINNER
$200.00
Two Hundred and no/100 Dollars

Concours DeLorean® judges (left ot right) Dorothy Gates, Brian Gates, and John Spurlin. photo by Jim Hales



Millie and Ed Bernstein of DeLorean One with Ruth and John Edward Alley from Florida at the Arboretum's Terrace Restaurant Sunday. photo by Jim Hales



Left to right, Larry and Betty Hildreth from Canada and Marion Keefe from the U.K. photo by Lorraine Breer

winning third place.

Sunday morning, those attendees able to stay a bit longer, got in their cars for a drive to the picturesque L.A. County Arboretum. 21 cars formed a caravan to travel over surface streets and freeways, attracting attention all along the way. The route took drivers past NBC studios, Bob Hope's house, and down the New Year's Rose Parade route. Stops were made to take pictures of the group in front of the Rose Bowl and the Tournament of Roses House in Pasadena. Once at the Arboretum, members had lunch on the Terrace Restaurant's patio before touring the grounds or leaving for home.

Another Expo has ended. Make sure you make the next one and meet me in St. Louey.

DROVE THE FURTHEST DISTANCE

Brian Rogers drove from Detroit, Michigan

THE HIGHEST MILEAGE CAR THAT DROVE TO THE EXPO

Robert and Penny Powers drove from Woodlands, Texas (135,210 miles on odometer).

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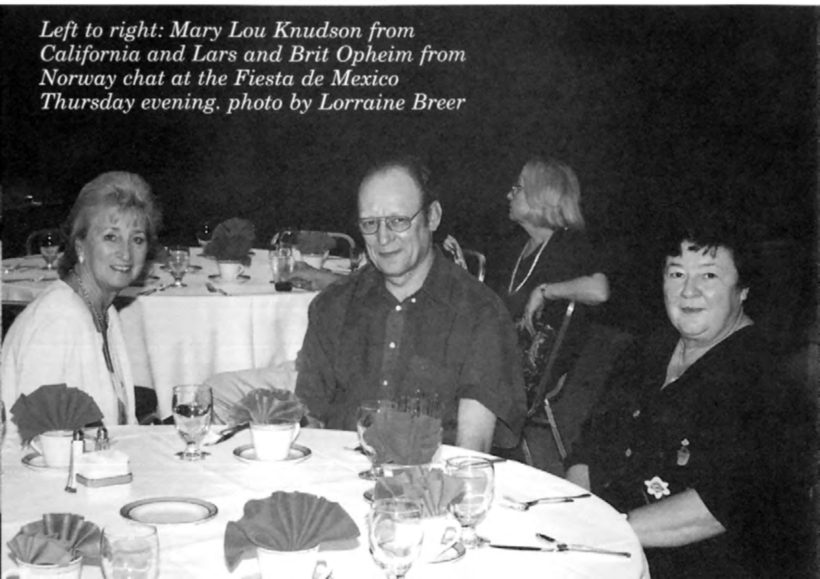
Left to right, Ganina and Mike Giejuo of Connecticut chat with Bruce Lasuta of British Columbia at the Fiesta de Mexico Thursday evening. photo by Lorraine Breer

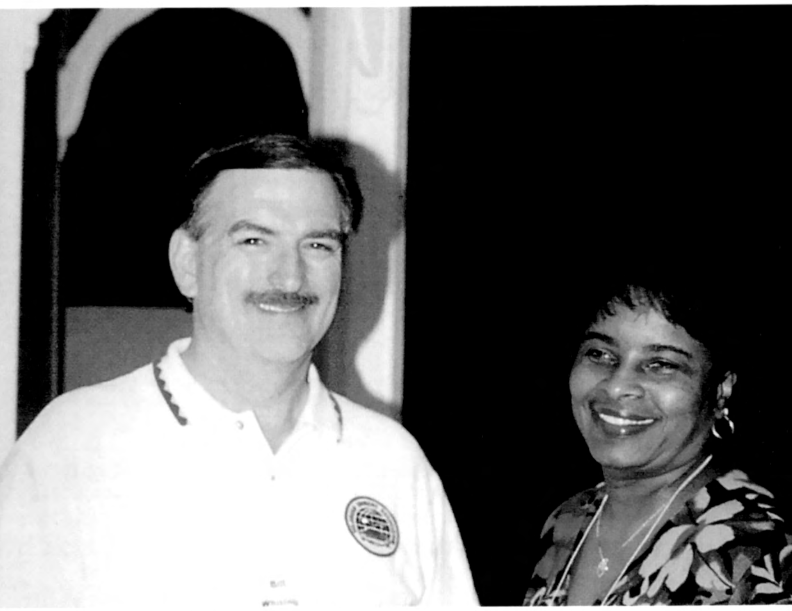


Left to right: Mary Lou Knudson from California and Lars and Brit Opheim from Norway chat at the Fiesta de Mexico Thursday evening. photo by Lorraine Breer

Left to right, Rob and Debbie Grady from P.J. Grady in New York and Web Bixby from Missouri at the Fiesta de Mexico Thursday evening. photo by Lorraine Breer

Left to right, Junko Hiroshige from Japan and President Linda Porter at the Fiesta de Mexico Thursday evening. photo by Lorraine Breer

Left to right, Robert Hillman from Ohio, Advertising Director Jim Hales and Robert's wife Ginny at the Fiesta de Mexico. photo by Lorraine Breer



Left to right, Bill Whiting and Alice Cox, both from Virginia, at the Fiesta de Mexico. photo by Lorraine Breer

Left to right, President Linda Porter and Amy and Montie Keaton from Ohio checking in at the Fiesta de Mexico Thursday. photo by Lorraine Breer

Patti and Mike Substelny of Ohio win the raffle big time at the the Fiesta de Mexico. photo by David Knudson

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Special prices effective through FEBRUARY 1999

SAVE 10% IF YOU ORDER ON THE INTERNET

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108	**"I'd Rather Be Driving My DELOREAN" License frame.** Black with raised White letters. **NEW!**	$5.00
109	**Stainless Steel Travel Mug** with DeLorean car and DMC logo. 16oz., stainless inside and out, black lid with 'o'ring seal **Additional mugs**	$19.95 $16.95

DELOREAN MOTOR CAR ITEMS

101	**15th Anniversary Collector Plate.** New Limited Edition numbered plate with DeLorean on front and inscription on marque on back. Only 100 made	$25.00
102	**Henley Sport Shirt.** White cotton 3-button shirt features distinctive DMC logo on front with colorful silk-screened flying DeLorean on back. **M, L, XL & XXL**	**Reduced!** $20.00
103	**DeLorean Motor Car Mock Turtle Shirt.** New white long sleeve cotton shirt features distinctive DMC logo on front with colorful silk-screened flying DeLorean on back. **M, L, XL & XXL**	$15.00
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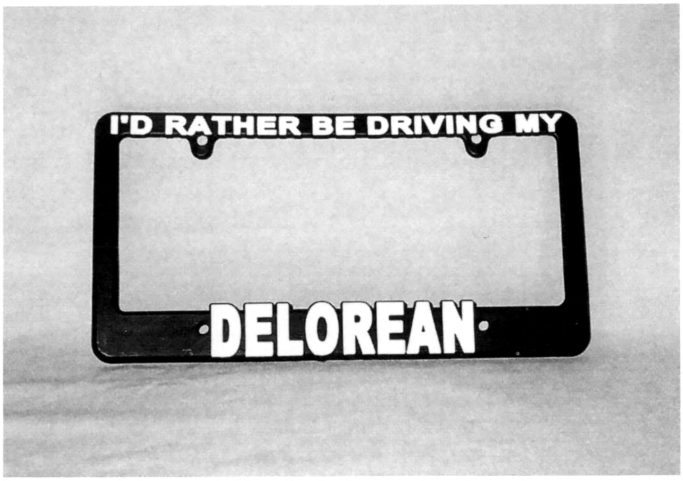

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Lights! *Camera!* DeLorean!

By Jim Hales, Advertising Director

I received a phone call from our Membership Director, John Truscott — "Jim. Do you want to put your DeLorean in the movies?" After I agreed to the proposal, I contacted Brent Nelson, owner of Showmobiles, Inc. to find out the details.

I was to report to the "set" at 9 a.m. which was an old warehouse on Santa Fe Avenue and 6th Street, in downtown Los Angeles. At first sight, I thought that this was a remote area, but within a half an hour, there were two other movie sets forming a little further down the street, and when a lunch truck pulled up, beeping its horn, people seemed to appear from nowhere, corralling the truck in the parking lot. About the same time, a truck-trailer carrying some of the other "actors" appeared - a Rolls Royce Corniche convertible, a Ferrari Daytona, a modified Chevy Corvette, and two luxury sedans. One was a BMW, the other a Mercedes, and all of them were in primo condition. My "D" was in good company.

THE TITLE OF THE FILM IS "FOOLISH WAYS," AND WAS PRODUCED BY THE RAP SINGER, MASTER P.

It features him and another veteran actor named Jonathon Banks. The scene was simple enough. Mr. Banks drives my DeLorean up to the front of the warehouse and parks at the curb. He and his passenger, Master P, have a short dialogue. Master P opens the door, steps out of the car, closes the door, and walks out of the frame.

The scene, however, took six takes before the assistant director was satisfied. It also took about six hours before they were done with my car, but I enjoyed every minute of it. In the back was a buffet table about twenty-five feet long, and the caterers supplied some excellent selections.

So many people were interested in the DeLorean, and I was a willing contributor to answer their questions. Over all, I think that it was a great way to display the DeLorean marque, not to mention a compensation of four hundred dollars. Brent Nelson says that he still gets requests for a DeLorean to be displayed every six to eight weeks. John Truscott said he is contacted quite often to display DeLoreans in different parts of the country. A call to him expressing an interest in this kind of adventure could prove to be a pleasurable experience for you, too.

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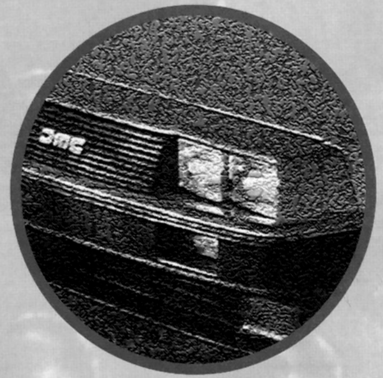

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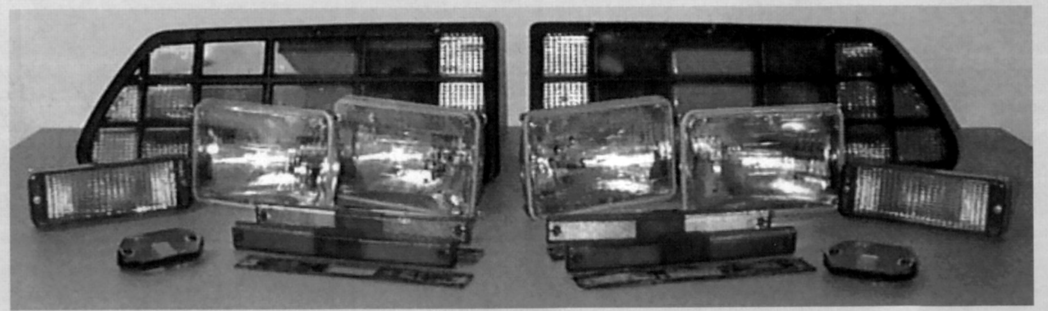

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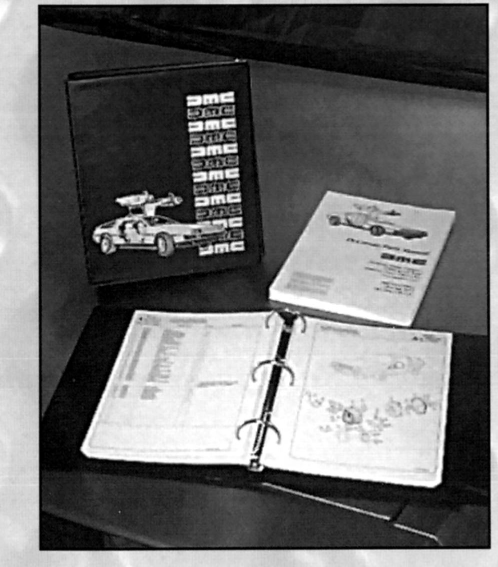

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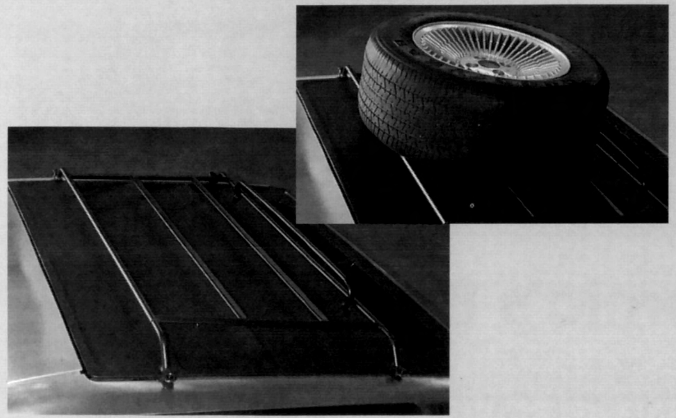

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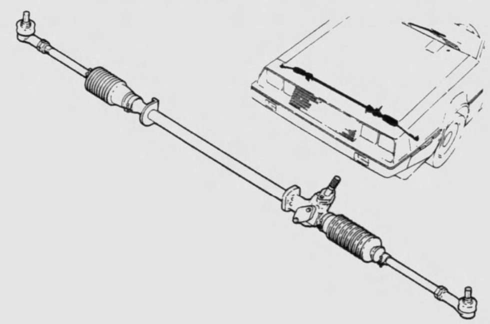

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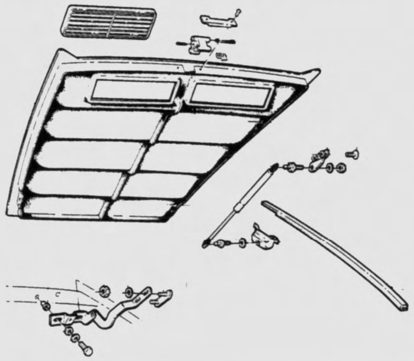

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the '97 DELOREAN

...continued from page 19.

this statement says it all, but for a vehicle that is not abused, this wiring is more than adequate. Most of the problems related to the wiring are the result of the design and capacity of the relay system. Below are some of the upgrades we made to the electrical system.

A) Replacing the starter/battery cable that is too small and has too much of a voltage drop

The wire that goes from the battery to the starter can carry over 300 amps during the starting of the engine. This current draw combined with a typical starter wire size can reduce the voltage at the starter to as low as 9 volts. Some automobile manufacturers feel that this is an acceptable starter voltage. The DeLorean is no exception to this voltage drop.

However, the ease of starting an engine is important for both starter and engine wear. The sooner an engine starts, the less raw gasoline gets into the oil. Also, the less a starter runs, the longer it lasts. Since we wanted an easy-starting engine, a single "0" gauge wire was run from the batteries to the battery power disconnect switch in the rear passenger area. From there, two feet of 2 gauge wire was run to the starter. This assured full voltage and current to the starter. Starter voltage during cranking is almost 11 volts and the engine starts almost instantly.

B) Improved wiring for the cooling fans

Since we were installing a larger radiator in the car with larger cooling fans, we needed to assure that the wiring for the fans would handle the increased amperage. This was done by adding an additional independent relay and wiring for the second fan. The first fan was controlled by the stock DeLorean wiring. This dual relay design improvement allows for on-fan operation, even if the other circuit fails. This improvement has been recommended in the past by other DeLorean owners. The fans are controlled by a Chrysler temperature sensor that fits a 1/2 NPT fitting. The 1/2" female NPT fitting was welded into the cooling system piping. This makes it easy to replace the sensor and insures the availability of replacement parts.

An indicator light for fan operation was also installed along with a manual "on" switch in case of sensor failure. We have never had to use this back-up system, yet, but it is good to have in case of an emergency.

C) 100/144 amp alternator with wiring upgrade (option 1)

With all the electrical accessories in the car, an alternator upgrade was warranted. Though a GM alternator from a 75 Olds 98 retrofits well into a stock DeLorean, we wanted a higher amp output. For the Rover engine and the custom brackets made for the engine, a 100 amp alternator from a 86 Pontiac 6000 was selected. This is an internal regulated alternator. It is reasonable in cost (=$100) and readily available at auto parts stores.

The numerous brown wires that go to the stock alternator were replaced with one 6 gauge wire running to the battery disconnect switch. This removed 6 wires from the engine compartment and made a better charging circuit.

The alternator was installed low in the engine compartment to avoid any high heat degradation. It can easily be increased to 144 amps with rewinding.

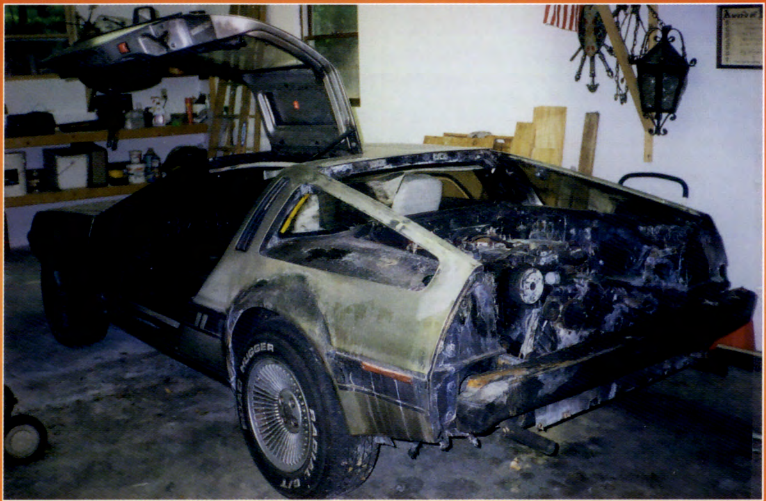
D) Dual batteries in the luggage compartment (option 2)

The concept of installing a battery inside the cabin of a vehicle is not new. It was the case on the 1955 Mercedes 300 SL Gullwing as well as the Nash Metropolitan of 1954-62. On front engine sports cars, putting the battery in the trunk increases rear traction. Since the DeLorean is a rear engine vehicle, it has more than enough weight at the rear wheels and the rear-mounted battery is not necessary or particularly desirable.

We have read stories of people putting V-8 engines in DeLoreans before, but seldom is there ever a follow-up article. We decided to track down some of these people and find out how their cars ran. Other than the typical engine cooling problems, these cars tended to do wheelies. Although popping wheelies is fun at the drag strip, they are also quite dangerous. This "wheelie" problem occurred mainly because these people used heavy cast iron engines. We, of course, opted for the aluminum block which did not change the stock DeLorean front-to-rear weight ratio like a cast iron block would have.

As we know, an equal front to rear weight distribution ratio gives a vehicle better handling. Therefore, as one of the improvements to the vehicle, the battery was moved to the front of the vehicle to increase the weight in the front. Also, I decided to add a second battery to supply the extra elect-rical capacity needed for the time machine accessories when the car was not running. (This will be discussed in further detail later.)

FIRE FABLE



Once upon a time, Greg Gruetzmacher got into his DeLorean. It was at his home in Mt. Dora, Florida.

He started it and heard a "pop". A small flame glowed in his engine. Greg jumped out and yelled, "HECK!"

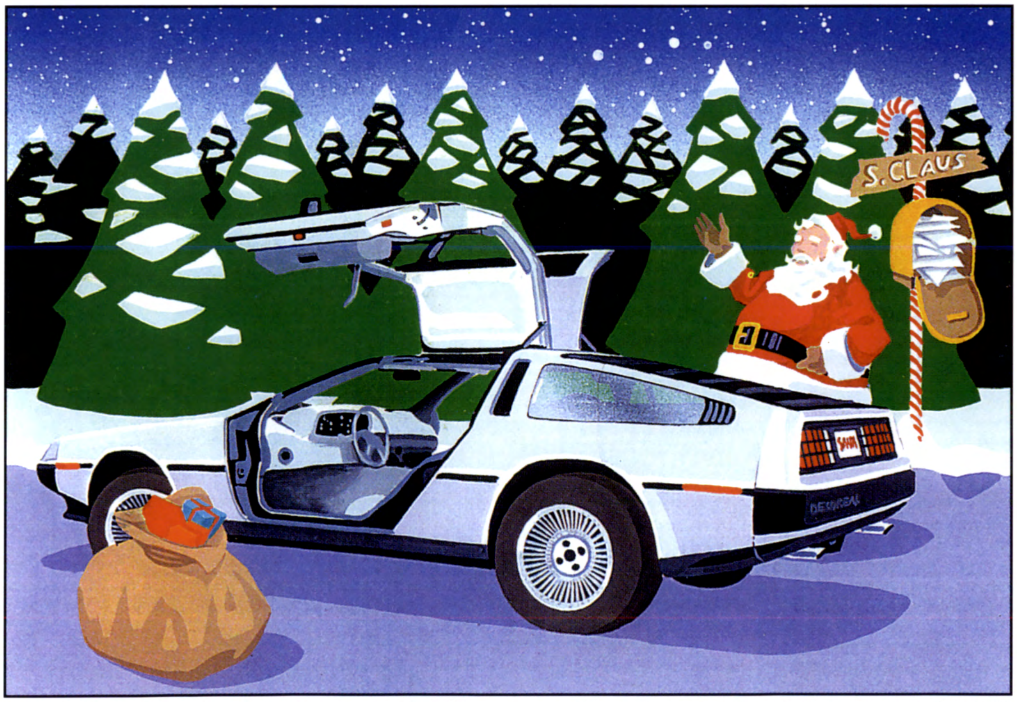
The DeLorean began rolling down his driveway. The fire was growing and growing, the DeLorean going and going.

As the flaming DeLorean came to rest across the street, Greg tried to put it out with water then sand.

The fire grew bigger. The fire department arrived and extinguished the inferno.

A fuel line had split spilling fuel onto the engine.

Moral: Do not yell 'heck' and flee. Do not try to extinguish a flaming DeLorean with water and sand. Do carry an automobile fire extinguisher in your DeLorean. Do inspect those dry and brittle fuel lines. Better yet, replace them.



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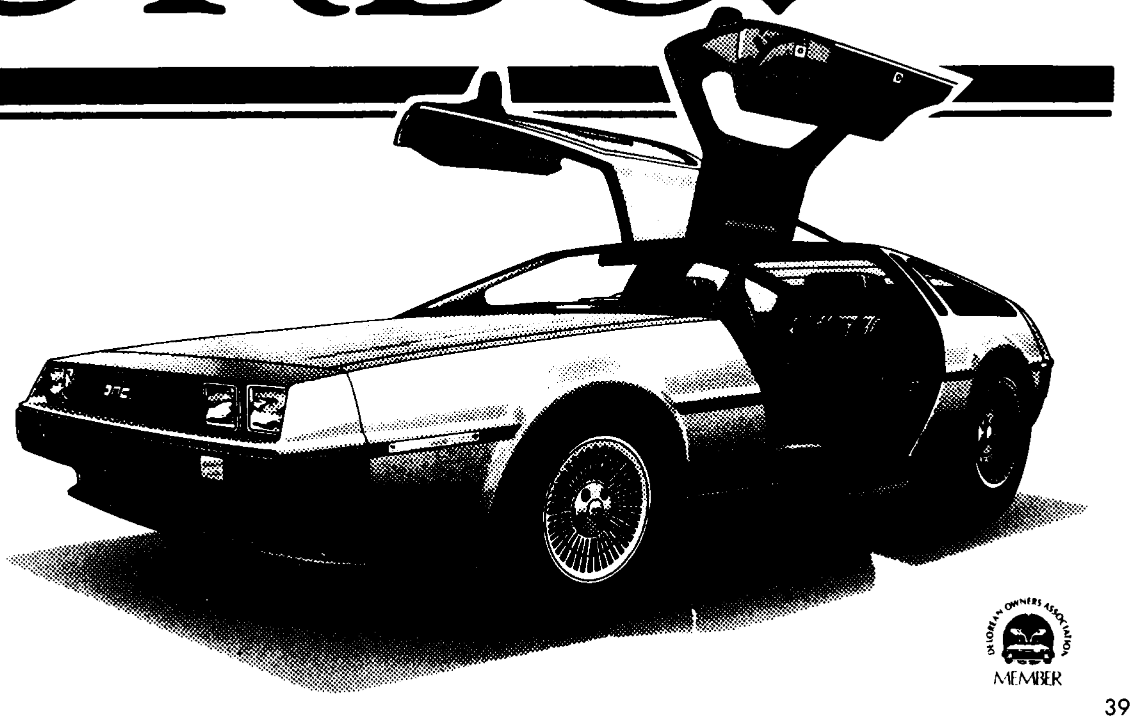

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